

Human Environment

2.1 Land Use

2.1.1 Affected Environment

An aerial photograph depicting existing land uses within the project limits is shown in Figure 2.1-1. Existing land uses within the proposed project limits are summarized below.

2.1.1.1 Existing Land Uses

City of San Clemente

San Clemente High School is located east of I-5 at the I-5/Avenida Pico interchange. On the west side of I-5 is a hotel, a large shopping center, and various commercial businesses. Residential uses comprise most of the land uses around Avenida Vista Hermosa on the east side of I-5. San Gorgonio Park is located at I-5 and Avenida Vaquero, and Shore Cliff Golf Course extends from the west side of I-5 to the east side of I-5, along Avenida Vaquero. Continuing north are numerous residential developments on both sides of I-5 to roughly the City limits. Saddleback Memorial Medical Center and a large shopping center are located on the east side of I-5 near Camino de Estrella.

City of Dana Point

Existing land uses along I-5 between Avenida de Estrella to Camino Las Ramblas are predominantly residential. Sunset Park is a neighborhood pocket park located east of I-5 near Calle Velez and Calle Portola.

City of San Juan Capistrano

From Camino Las Ramblas to San Juan Creek Road, land uses include the Forster Ranch development, commercial and industrial businesses, and scattered residential developments. The west side of I-5, between Stonehill Drive and around Avenida Aeropuerto, is comprised mostly of commercial uses. Between La Novia Avenue and San Juan Creek Road, on the east side of I-5, is the San Juan Hills Golf Club. A mix of residential and commercial uses is located on the west side of I-5.

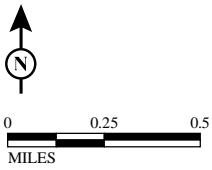
2.1.1.1 Future Land Use

An aerial photograph depicting future land uses within the proposed project limits is shown in Figure 2.1-2. Future land uses within the proposed project limits are summarized below.

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FIGURE 2.1-1



SOURCE: Bing Maps (2008); SCAG (2008); TBM (2008); County of Orange (4/2010)
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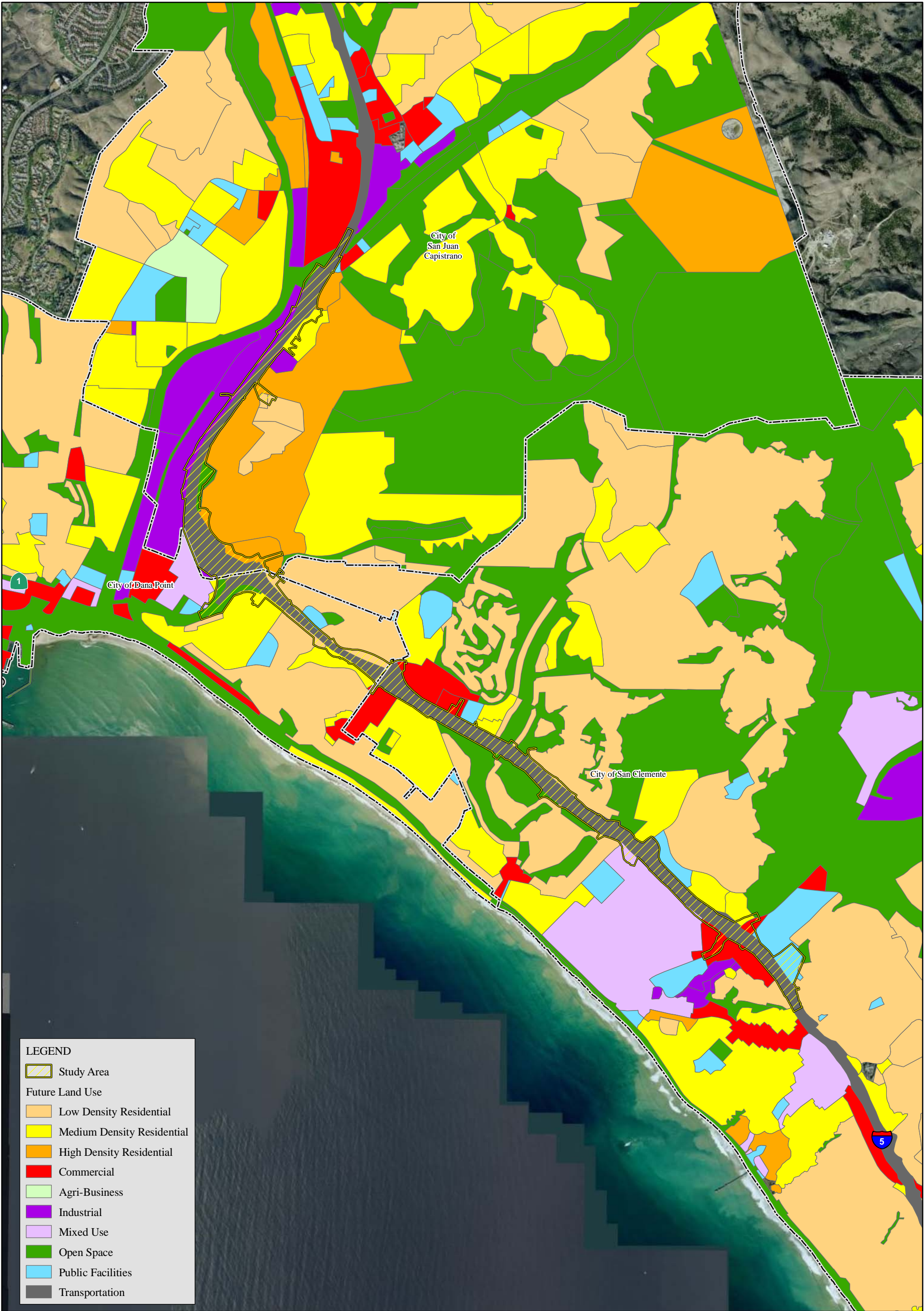
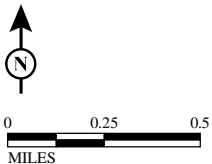


FIGURE 2.1-2



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City of San Clemente

The City's General Plan Growth Management Element identifies the following significant growth management opportunities and constraints affecting development in the City.

- The need to develop level of service standards to ensure that the necessary community infrastructure and public services and facilities are adequately provided
- The need to appropriately phase community services, facilities, and infrastructure enhancements with the timing of new development
- The need to ensure that community services, facilities, and infrastructure are adequately funded.

City of Dana Point

The City of Dana Point General Plan Land Use Element identifies five areas within the City for future development: Headlands, Town Center, Doheny Village, Monarch Beach, and The Harbor.

The Headlands is a significant land resource that has the capacity to accommodate a mixture of compatible land uses, including recreation and open space, residential, and community facilities. The Headlands also includes two small areas of existing residential development, one with multifamily units and the other with single-family detached houses.

The Town Center area is a primary business district. Revitalization and economic development are intended to create a compact pedestrian-oriented “small town” atmosphere within the central business district. Doheny Village has an excellent strategic location at the I-5 entrance to the City and opportunities for commercial, office, and light industrial businesses. Monarch Beach has been recently master planned to establish it as a recreation-oriented resort, and the residential area and future development opportunities are similar to the Headlands in terms of the potential to support a major world-class resort development.

City of San Juan Capistrano

According to the City of San Juan Capistrano Growth Management Element, the City has been developed primarily with residential uses with some commercial and light industrial uses supporting the community. The City and the surrounding subregion are considered to be “housing-rich,” and many residents drive to other parts of the county or to other counties for employment. The majority of the City is developed, and

limited vacant land is available for future new development. As a result, according to the General Plan Land Use Element, future growth will occur with the development of the few remaining vacant parcels and the redevelopment of currently developed parcels. Approximately 40 percent of the City is designated for open space; however, future development in these areas is constrained by the susceptibility of natural hazards such as fire, flooding, and landslides. Growth and development are also limited by the desire to preserve the City's historic village atmosphere and the ability to provide sufficient levels of public services.

2.1.1.2 Consistency with State, Regional, and Local Plans and Policies

City of San Clemente General Plan

The City of San Clemente General Plan Land Use Element designates the general land uses in the City of San Clemente limits. Land use designations are provided to define the type, amount, and nature of development that is allowed at any given location. The City's total planning area encompasses approximately 18 square miles.

General Plan land uses in the study area within the City of San Clemente include mixed-use, open space, commercial, low-density residential, and medium-density residential. The Land Use Element of the City of San Clemente General Plan includes the following goals and policies applicable to the proposed project:

Goal: Ensure that land use development is adequately served by supporting transportation and utility infrastructure and public services.

Policy 1.28.1: Implement public infrastructure and service improvements necessary to support land uses accommodated by the Land Use Plan.

The Circulation Element of the City of San Clemente General Plan includes the following goals and policies applicable to the proposed project:

Goal: Provide a transportation system that supports the Land Use Element of the General Plan and facilitates the safe and efficient movement of people and goods throughout the city while minimizing environmental impacts.

Policy 4.1.1: Promote the completion of the planned circulation system through the improvement of substandard roadway segments and intersections, and the construction of missing roadway links and related facilities by adopting the Circulation Plan.

- Policy 4.1.2:** Monitor and participate in applicable county, regional, state, and federal transportation plan and proposals regarding traffic and circulation.
- Goal:** Provide a circulation system which supports existing, approved, and planned land uses throughout the city while maintaining a desired level of service on all streets and at all intersections.
- Policy 4.5.3:** Address capacity limitations at I-5 interchange locations, operational constraints, and right of way obstacles, prior to intensification of land use.
- Goal:** Support development of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the city to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the city.
- Policy 4.7.1:** Attempt to improve access to and across I-5.
- Policy 4.7.3:** Support the addition of capacity and noise mitigation improvements such as high-occupancy vehicle lanes, general-purpose lanes, auxiliary lanes and noise barriers to I-5.
- Policy 4.7.4:** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

City of Dana Point General Plan

The City of Dana Point General Plan Land Use Element identifies the desired or intended use of land in the City and its sphere of influence. The Dana Point General Plan encompasses a comprehensive strategy for managing the community's future. The total planning area of the City is approximately 6.5 square miles. The City is made up predominantly of residential uses.

General Plan land uses in the study area within the City of Dana Point include low-density residential, medium-family residential, public facilities, and open space.

The Circulation Element of the City of Dana Point General Plan includes the following goals and policies applicable to the proposed project:

- Goal 2:** Support development of a network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the City.

Policy 2.2: Support the addition of capacity improvements to I-5 such as high-occupancy vehicle lanes, general-purpose lanes, and auxiliary lanes.

Policy 2.3: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

City of San Juan Capistrano General Plan

The City of San Juan Capistrano General Plan Land Use Element describes present and planned land use activity that has been designed to achieve the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses within the City's planning area. The Land Use Element represents the City's desire for long-range changes and enhancements of land use and creates a future in which the traditional character of the City is preserved and enhanced by new development.

General Plan land uses in the study area within the City of San Juan Capistrano include industrial, high-density residential, open space, and commercial.

The Circulation Element of the City of San Juan Capistrano General Plan includes the following goals and policies applicable to the proposed project:

Goal 5: Achieve the development of regional transportation facilities.

Policy 5.2: Work closely with adjacent jurisdictions and transportation agencies to ensure that development projects outside San Juan Capistrano do not adversely impact the City or other providers of public transportation service within the City.

Orange County Transportation Authority (OCTA)

The I-5 HOV Lane Extension Project is included as part of the OCTA Renewed Measure M Transportation Investment Plan (M2). Measure M was renewed by Orange County (County) voters on November 7, 2006, and will be a continued investment of local tax dollars in the County's transportation infrastructure for another 30 years (through 2041). The I-5 HOV Lane Extension Project is one of the six project identified in the Early Action Plan (EAP) for M2 (identified as Project C).

The proposed project is among several other proposed projects along the I-5 corridor that are part of M2, including: improvements to key I-5 interchanges such as Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and Avenida Pico (Project D); improvements from State Route 55 to the El Toro "Y" area to increase freeway capacity (Project B); and mainline improvements from the El Toro interchange are to

the vicinity of State Route 73 (SR-73) (Project C north segment). Major regional planning studies and projects within the proposed project's study area are the South Orange County Major Investment Study (SOCMIS) and the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP).

Southern California Association of Governments (SCAG)

SCAG is the largest regional planning agency in the nation, functioning as the Metropolitan Planning Organization for six counties and 187 cities. SCAG develops long-term solutions for regional challenges such as transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region to develop those plans and strategies. To address regional-level issues, SCAG has developed strategies that specifically address the growth and transportation issues facing Southern California. These plans include the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP).

The proposed I-5 HOV Lane Extension Project is included in SCAG's 2008 RTP and List of Constrained Projects. The RTP is a long-range vision of the regional transportation system for the six counties in the Southern California region. The Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura are included in the RTP. The FTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements; transit, rail, and bus facilities; HOV lanes; signal synchronization; intersection improvements; and freeway ramps. All I-5 projects programmed and planned under the FTIP are contained in the RTP.

The RTP currently includes a planned HOV lane in each direction between Avenida Pico and Pacific Coast Highway. The RTP does not currently include HOV lanes between Avenida Pico and the Orange/San Diego County line.

Route Concept Plan

A Route Concept Report (RCR) was prepared and developed by the California Department of Transportation (the Department) District 12 Division of Planning and was approved in April 2000. The RCR identifies the addition of two HOV lanes (one in each direction) from 0.1 mile (mi) south of Avenida Pico to the Los Angeles County line. The I-5 RCR extends from San Diego county line to the Los Angeles

county line. The I-5 HOV Lane Extension Project portion is from Avenida Pico to San Juan Creek Road.

Federal Highway Administration Congestion Mitigation and Air Quality Program

The proposed project may be federally funded through the Congestion Mitigation and Air Quality (CMAQ) program and is considered to be a High Profile Project under the current FHWA Department of Transportation Stewardship and Oversight Agreements executed on September 4, 2007. The Agreement requires full oversight of the project by FHWA.

2.1.1.3 Parks and Recreation

There are no public parks or recreational facilities, including equestrian trails, recreational bikeways, or other recreational trails, located within the proposed project footprint. Recreation resources within 0.5 mi of the proposed project limits are listed below by jurisdiction.

City of San Clemente Recreational Facilities

The following park is within 0.5 mi of the study area:

- San Gorgonio Park, located south of I-5 between Avenida Vaquero and Calle Vista Torito and north of Via San Gorgonio; this park offers lighted basketball and baseball/softball fields, a multipurpose field, tennis courts, children's play areas, a walking and jogging loop, barbeques, and picnic areas

City of Dana Point Recreational Facilities

The following parks are within 0.5 mi of the study area:

- Calle Paloma Parkette, located on Calle Paloma at Calle Los Robles, west of Camino de Estrella; this park offers benches, grass, and trees
- Sunset Park, 33345 Calle Naranja; this three-acre (ac) park offers barbeques, benches, picnic tables, pathways, and play equipment

City of San Juan Capistrano Recreational Facilities

The following parks are within 0.5 mi of the study area:

- Descanso Park, 32506 Paseo Adelanto; this one ac park has a picnic area, bike paths, children's play area, horse corral, and horseshoe pits

- Historic Town Center Park, 31806 El Camino Real; this park features grassy areas and picnic tables

2.1.2 Environmental Consequences

2.1.2.1 Temporary Impacts

Alternative 1 – No Build Alternative

The No Build Alternative would not result in construction activities; therefore, it would not result in any temporary adverse land use effects during construction.

Build Alternatives 2 and 4 – Design Options A and B

Build Alternatives 2 and 4 are not anticipated to impact land use designations and are consistent with General Plan and RTP goals and policies. Therefore, no temporary direct or indirect impacts would occur as a result of Build Alternatives 2 and 4.

2.1.2.2 Permanent Impacts

Alternative 1 – No Build Alternative

The No Build Alternative would not result in the widening of I-5 between Avenida Pico and San Juan Creek Road or the extension of the I-5 mainline HOV network within the project limits. Therefore, the No Build Alternative would not result in beneficial safety and circulation effects within the proposed project limits.

The No Build Alternative would not improve congestion and would not meet the mobility needs of the community. The No Build Alternative would not be consistent with Policies 4.5.3 and 4.7.3 of the Circulation Element of the City of San Clemente, Goal 2 and Policy 2.2 of the Circulation Element in the City of Dana Point's General Plan, or Goal 5 of the Circulation Element of the City of San Juan Capistrano.

The No Build Alternative would also not meet the objectives of the Department and OCTA mobility improvement goals and would not be consistent with the OCTA M2 or SCAG's 2008 RTP.

Build Alternatives 2 and 4 – Design Options A and B

The Build Alternatives are consistent with the regional mobility goals of the Department and the Cities of Dana Point, San Clemente, and San Juan Capistrano. The Build Alternatives are consistent with applicable General Plan goals and policies to improve transportation corridors, provide adequate infrastructure, and maintain efficient traffic operations on city streets. The Build Alternatives for the proposed project are also consistent with the regional planning efforts. The proposed project is identified in the 2008 RTP and is programmed in the 2011 FTIP to reduce traffic

congestion and improve operations. Therefore, the land use changes associated with the Build Alternatives are consistent with the approved land use and transportation plans, and the project is not anticipated to result in any direct or indirect permanent land use impacts.

The Build Alternatives will not result in direct or indirect permanent, temporary, or proximity uses of any resources that would qualify as Section 4(f) properties and would not substantially impair the activities, features, or attributes that would qualify those resources for protection under Section 4(f). That is: (1) no land from a Section 4(f) resource would be permanently incorporated into the project right-of-way (ROW), (2) the temporary occupancy would not be adverse in terms of the Section 4(f) statute's preservationists purposes, and (3) there would be no construction use of land that would impair activities, features, or attributes of a Section 4(f) resource.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

The proposed project is consistent with State, regional, and local plans, as well as parks and recreation resources. Therefore, no avoidance, minimization or mitigation measures are required.